Chapter S: Summary

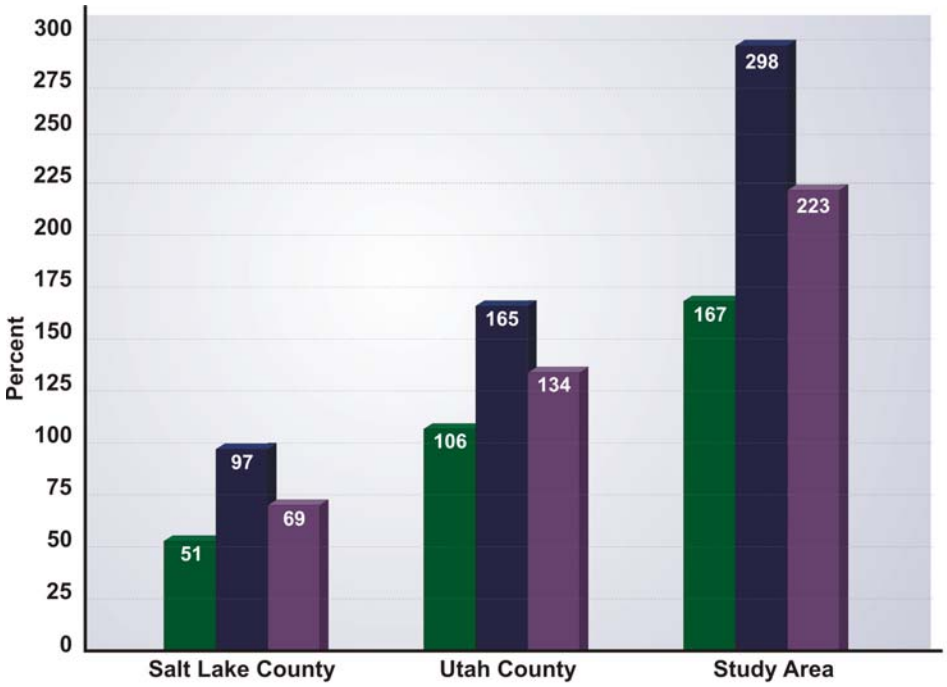
Why was the Mountain View Corridor project initiated?

The Mountain View Corridor (MVC) project was primarily initiated for two main reasons. First, the project was initiated to address the expected growth in western Salt Lake County and northwestern Utah County (also called the MVC study area) by improving regional travel (regional mobility) for automobile, transit, and freight trips. This improvement in regional mobility would be achieved by reducing roadway congestion and increasing transit opportunities in the MVC study area. Second, the project was initiated at the request of the city governments and metropolitan planning organizations, whose local and regional transportation plans and corridor planning studies have documented the need for additional transportation infrastructure in the MVC study area.

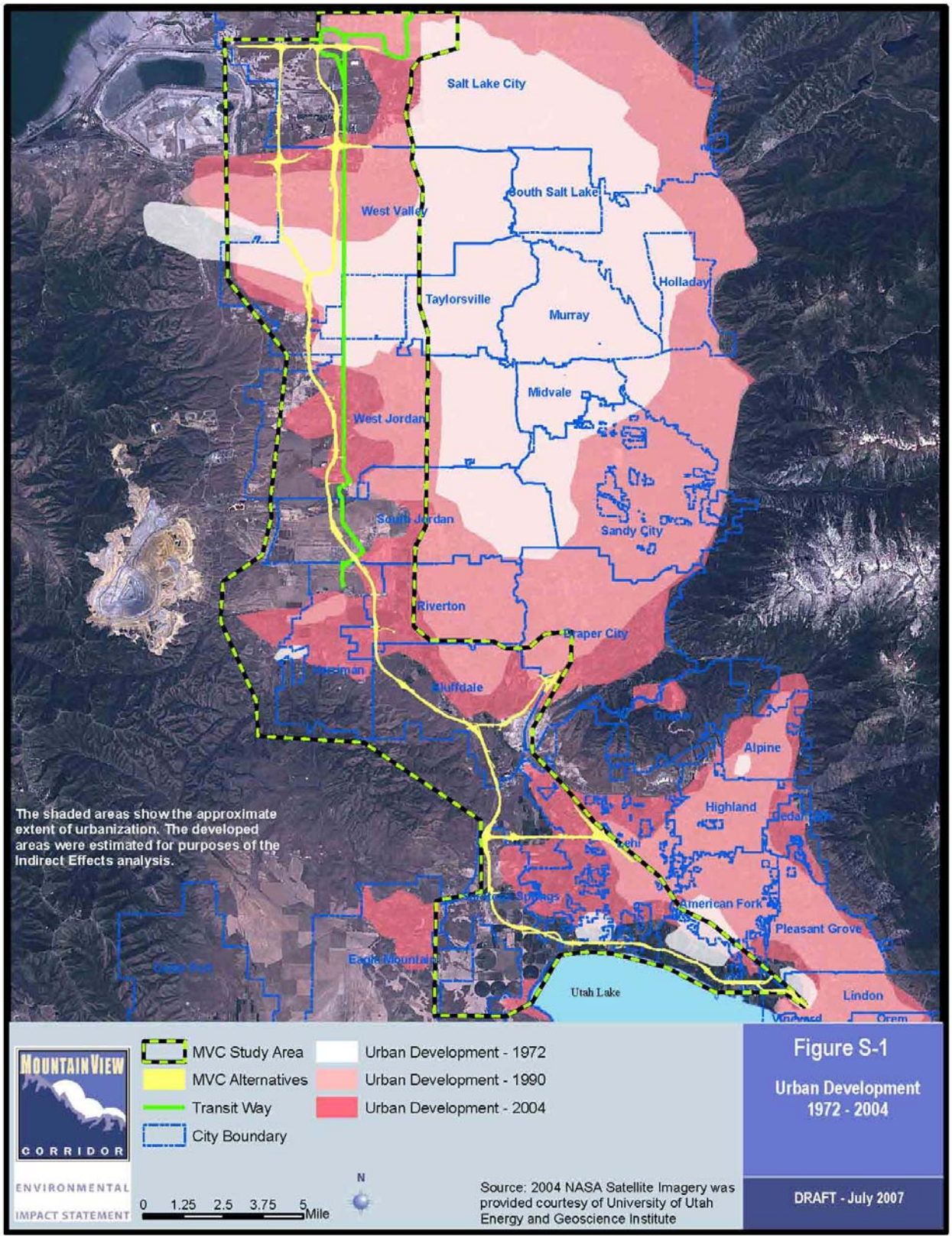
Growth in the Study Area

Data show that, by 2030, population, employment, and households are expected to increase at higher percentage rates in the MVC study area than in the surrounding areas of Salt Lake and Utah Counties. The reason for this high growth rate is that much of the open land available for development in the two counties is within the study area. Figure S-1, Urban Development 1972–2004, on the following page shows how rapidly growth has occurred. Table S-1 shows the projected growth in Salt Lake and Utah Counties and within the study area.

Table S-1. Growth in Population, Employment, and Households in the Mountain View Corridor Study Area, 2001 to 2030



	Population		Employment		Households	
	2001	2030	2001	2030	2002	2030
Salt Lake County	917,000	1,381,000	436,000	859,000	291,000	491,000
Utah County	386,000	798,000	125,000	332,000	110,000	258,000
Study Area	205,000	548,000	63,000	251,000	52,000	168,000


Salt Lake City
South Salt Lake
West Valley
Holladay
Taylorsville
Murray
Midvale
West Jordan
South Jordan
Sandy City
Riverton
Draper City
Bluffdale
Alpine
Highland
American Fork
Pleasant Grove
Eagle Mountain
Utah Lake
Lindon
The shaded areas show the approximate extent of urbanization. The developed areas were estimated for purposes of the Indirect Effects analysis.
MVC Study Area
MVC Alternatives
Transit Way
City Boundary
Urban Development - 1972
Urban Development - 1990
Urban Development - 2004
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
0 1.25 2.5 3.75 5 Mile
N
Source: 2004 NASA Satellite Imagery was provided courtesy of University of Utah Energy and Geoscience Institute
Figure S-1
Urban Development 1972 - 2004
DRAFT - July 2007

This growth is expected to affect roadway congestion, travel delay, and safety in the study area.

- **Roadway Congestion.** Between 2001 and 2030, the total miles of major roads in the study area that operate at an unacceptable level of congestion will increase by 791%.
- **Travel Delay.** In 2001, congestion on roads in the MVC study area resulted in lost productivity of $101,000 per day as drivers traveled in congested roadway conditions. In 2030, this number is expected to increase to $1,117,000, or an increase of 1,001% (in 2003 dollars). In addition, the average speed within the study area is expected to decrease from 43 mph (miles per hour) in 2001 to 31 mph in 2030.
- **Safety.** Within the study area, UDOT has identified locations with a high number of accidents along with the predominant type of accident. High-accident locations are locations where the accident rate exceeds the expected state average for similar types of roads. These high-accident areas correspond to the locations with high congestion levels shown in Figure 1-17 through Figure 1-20, Future (2030) Level of Service Deficiencies, in Volume 4 of this Environmental Impact Statement (EIS). These locations are expected to experience major increases in traffic volume between now and 2030, which would further increase the accident rates in these areas.

For more information, see Section 1.6.3, Regional Roadway Network, in Chapter 1, Purpose of and Need for Action.

In addition to addressing the expected growth in the MVC study area by reducing roadway congestion, the MVC project was also initiated to address expected growth by increasing transit opportunities. Travel in the study area is currently limited to private vehicles, regular bus service, express bus service, and non-motorized modes of travel such as bicycles and walking. With large increases in travel expected, particularly for work-related trips, the limited transit options available for such trips (namely bus service) will also suffer from greater roadway congestion. Because of the growth in traffic, alternatives to the automobile trip need to be supported by providing alternate modes of transportation through transit.

For more information, see Section 1.6.4, Transit Network.

Transportation Plans and Studies

Finally, the MVC project was initiated because several local and regional transportation plans and corridor planning studies have identified the need for a roadway facility such as the MVC. These plans and studies include the Wasatch Front Urban Area Long-Range Transportation Plan; the Utah Valley Long-Range Transportation Plan; the Inter-Regional Corridor Alternative Analysis; the 5600 West/Jordan Narrows Area Transportation Corridor Major Investment Study; the Western Transportation Corridor Study, I-80 to Salt Lake–Utah County Line; and the North Valley Connectors Study; as well as the general plans for most of the cities in the MVC study area.

For more information, see Section 1.5, Regional and Local Planning Objectives.

Why is the project needed?

The major transportation needs in the MVC study area are a result of rapidly growing population and employment in the study area. The existing roadway network in the study area primarily consists of arterial streets that are not intended to accommodate a high volume of long-distance through trips and freight movements. The existing transit network consists primarily of local and express bus service. These conditions have resulted in the following deficiencies:

- Lack of adequate north-south transportation capacity in western Salt Lake County
- Lack of adequate transportation capacity in northwest Utah County
- Increased travel time and lost productivity
- Lack of transit availability
- Reduced roadway safety due to increased roadway congestion
- Lack of continuous pedestrian/bicycle facilities

Table S-2 below summarizes the transportation needs in the MVC study area. For more information, see Section 1.3.2, Need for the Project.

Table S-2. Summary of Transportation Needs in the MVC Study Area

Need	Change between Existing Conditions and Projected Conditions in 2030
Lack of roadway capacity	As population in the study area increases and development occurs, the regional roadway network will not be able to accommodate the transportation demand. There is a need to relieve roadway congestion and improve the level of service and mobility in the regional roadway network.
Increased travel time and lost productivity (regional mobility)	Vehicle travel time on the regional roadway network in the study area is projected to increase. There is a need to reduce travel times and associated lost productivity and to improve mobility for trips on the regional roadway network.
Lack of transit availability	Transit service in the study area is limited to bus service; no light-rail or other fixed-guideway service is available. In addition, with large increases in travel expected, particularly for work trips, the limited transit options available for such trips (namely bus service) will also be slowed from greater roadway congestion. There is a need to improve the availability of transit service as an alternative to travel by automobile.
Reduced roadway safety	Within the study area, roadway safety is a concern. Numerous intersections in the study area have accident rates that substantially exceed the statewide average for comparable roadways. There is a need to reduce accident rates and to continue providing safe facilities as congestion increases.
Lack of pedestrian/bicycle facilities	Currently, there are no continuous north-south or east-west pedestrian/bicycle facilities in the study area. Expanded trail facilities are included in the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG) long-range plans. There is a need to improve the availability of pedestrian/bicycle facilities as an alternative to travel by automobile.

What is the purpose of the project?

The Mountain View Corridor is primarily intended to achieve the following objectives:

- **Improve Regional Mobility by Reducing Roadway Congestion.** Improve regional mobility for automobile, transit, and freight trips by reducing roadway congestion compared to the No-Action conditions on roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- **Improve Regional Mobility by Supporting Increased Transit Availability.** Improve regional mobility by supporting increased availability of transit compared to the No-Action conditions as an alternative to automobile trips for the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.

Other secondary objectives of the project are as follows:

- **Support Local Growth Objectives.** Support local economic development and growth objectives as expressed through locally adopted land-use and transportation plans and policies, including the principles reflected in the Growth Choices Vision (see Section 1.5.3, Growth Choices Vision) by providing transportation improvements that complement locally established land-use plans.
- **Increase Roadway Safety.** Reduce accident rates and the number of high-accident locations (compared to the No-Action conditions) on the roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- **Support Increased Bicycle and Pedestrian Options.** Support increased availability of bicycle and pedestrian options consistent with the adopted regional transportation plans in the portions of the study area in Salt Lake and Utah Counties.

For more information, see Section 1.3.1, Purpose of the Project.

Who is leading this project?

The Federal Highway Administration (FHWA) is the lead federal agency for the MVC EIS process. The lead state agencies and project sponsors are the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA). In addition, the Federal Transit Administration, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency are involved as cooperating agencies.

For more information, see Chapter 1, Purpose of and Need for Action.

What was the Growth Choices process?

During the scoping phase of the EIS process, UDOT requested that Envision Utah facilitate a process referred to as the Growth Choices Study to help the cities in the MVC study area more fully understand the relationship between land-use policy and transportation choices. The result of the process was the development of a "Vision" scenario, which provides a framework for local decisions on growth and development. During the alternatives development phase of the MVC project, the land-use and transit assumptions in the Growth Choices Vision Scenario were included as part of all the alternatives developed.

For more information, see Chapter 3, Growth Choices.

What alternatives were considered for the project?

A six-step process was used to develop the alternatives for this project:

- Identify the preliminary alternatives.
- Conduct Level 1 screening on the preliminary alternatives.
- Conduct Level 2 screening on the preliminary alternatives.
- Create the Alternatives Screening Report.
- Refine the Salt Lake and Utah County alternatives.
- Reconsider the Utah County alternatives.

As a result of this process, seven alternatives were carried forward for detailed study in the EIS:

- No-Action Alternative
- Salt Lake County alternatives:
  - 5600 West Transit Alternative
  - 5800 West Freeway Alternative
  - 7200 West Freeway Alternative
- Utah County alternatives:
  - Southern Freeway Alternative
  - 2100 North Freeway Alternative
  - Arterials Alternative

For more information about the alternatives development process, see Chapter 2, Alternatives.

No-Action Alternative

The National Environmental Policy Act (NEPA) requires an analysis of the No-Action Alternative. This alternative serves as a baseline so that decision-makers can compare the environmental effects of the action alternatives. Under the No-Action Alternative, the MVC roadway and transit components would not be built. However, the projects identified in the WFRC and MAG long-range plans would likely continue to be implemented.

For more information, see Section 2.2.1, No-Action Alternative.

Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. For both of the Salt Lake County roadway alternatives, the freeway configuration would be the same from 5400 South to the Utah County line. The transit and trail components are also the same for both of these alternatives. Both of the roadway alternatives in Salt Lake County are being considered for tolling. The overall right-of-way required for the tolling options would be the same as for the non-tolled alternatives (see Section 2.2.5.1, Right-of-Way Considerations for the Tolling Options).

5600 West Transit Alternative

The 5600 West Transit Alternative would be part of both of the Salt Lake County roadway alternatives. The 5600 West Transit Alternative has two options: a Dedicated Right-of-Way Transit Option and a Mixed-Traffic Transit Option.

For more information, see Section 2.2.2.1, 5600 West Transit Alternative.

Dedicated Right-of-Way Transit Option

The Dedicated Right-of-Way Transit Option would consist of an area in the center of the roadway dedicated solely for the use of transit vehicles, with street traffic using general-purpose lanes on the outside of the roadway (see Figure S-2, Transit Typical Sections – Dedicated Right-of-Way Transit Option, on page S-11). Transit stations would be located in the roadway median. This option would have 16 transit stations. Figure S-3, Transit Alignment – Dedicated Right-of-Way Transit Option, on page S-12 shows the proposed 24-mile transit alignment.

Mixed-Traffic Transit Option

The Mixed-Traffic Transit Option would consist of transit vehicles sharing the outside lanes of 5600 West with street traffic in each direction of travel. At station locations, transit vehicles would exit the shared lane to the right, then merge back into the shared lane after leaving the station (see Figure S-4, Transit Typical Sections – Mixed-Traffic Transit Option, on page S-13). The alignment for this option would be the same as that for the Dedicated Right-of-Way Transit Option except that the mixed-traffic option would have more transit stations (25) and the transit would be mixed with traffic operating within the right vehicle travel lane along 5600 West in both directions. Figure S-5, Transit Alignment –

Mixed-Traffic Transit Option, on page S-14 shows the proposed transit alignment.

5800 West Freeway Alternative

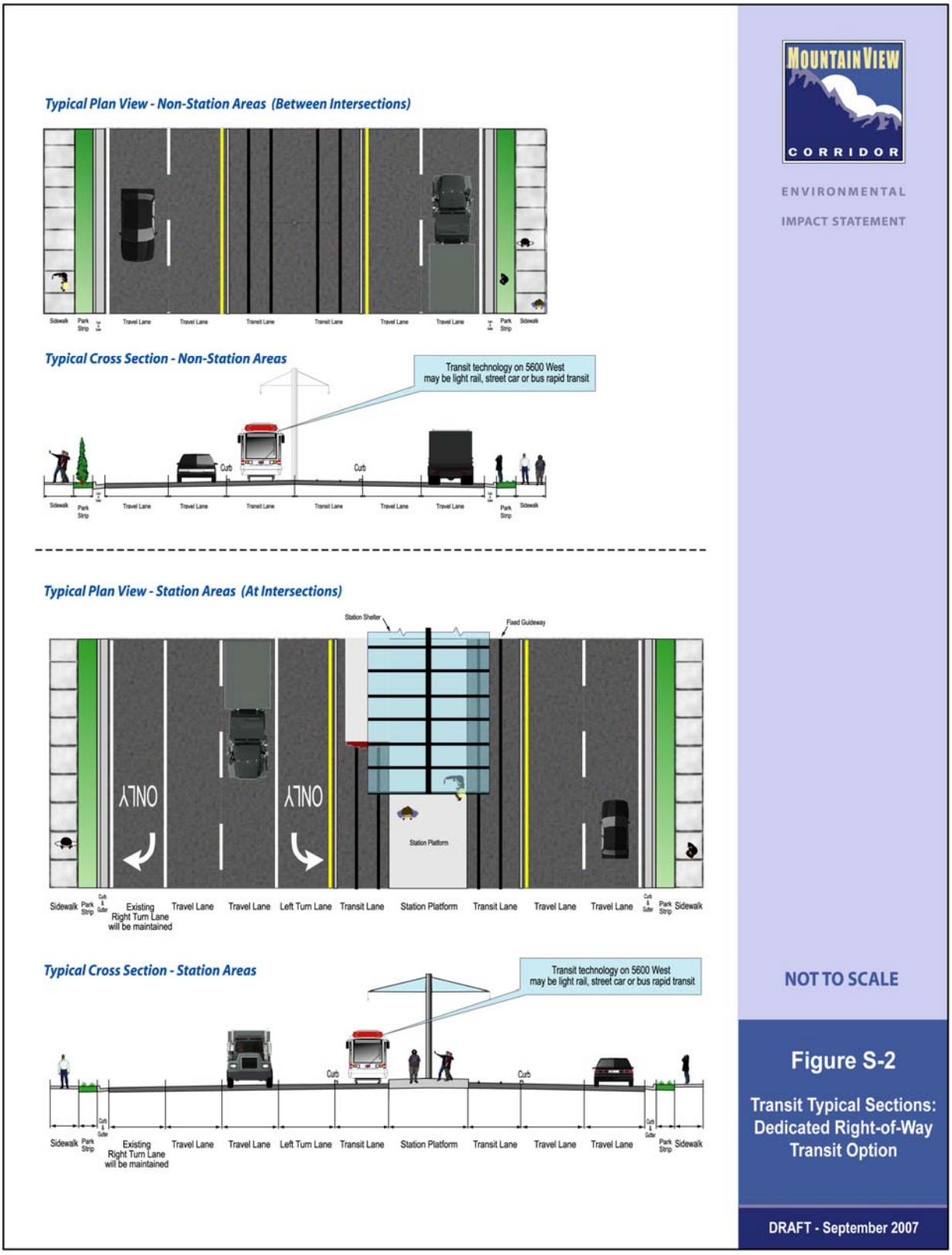
One of the two freeway alternatives in Salt Lake County is the 5800 West Freeway Alternative. The 5800 West freeway would begin with a collector-distributor system and a freeway-to-freeway interchange at Interstate 80 (I-80) and would consist of a freeway for the entire length of the alternative in Salt Lake County. This alternative would also include the 5600 West Transit Alternative.

Figure S-6, 5800 West Freeway Alternative – Salt Lake County, on page S-15 shows the proposed alignment for this alternative. Figure S-7 and Figure S-8, Freeway Typical Sections for Salt Lake County, on pages S-16 and S-17 show the freeway typical sections for the Salt Lake County alternatives. For more information, see Section 2.2.2.2, 5800 West Freeway Alternative.

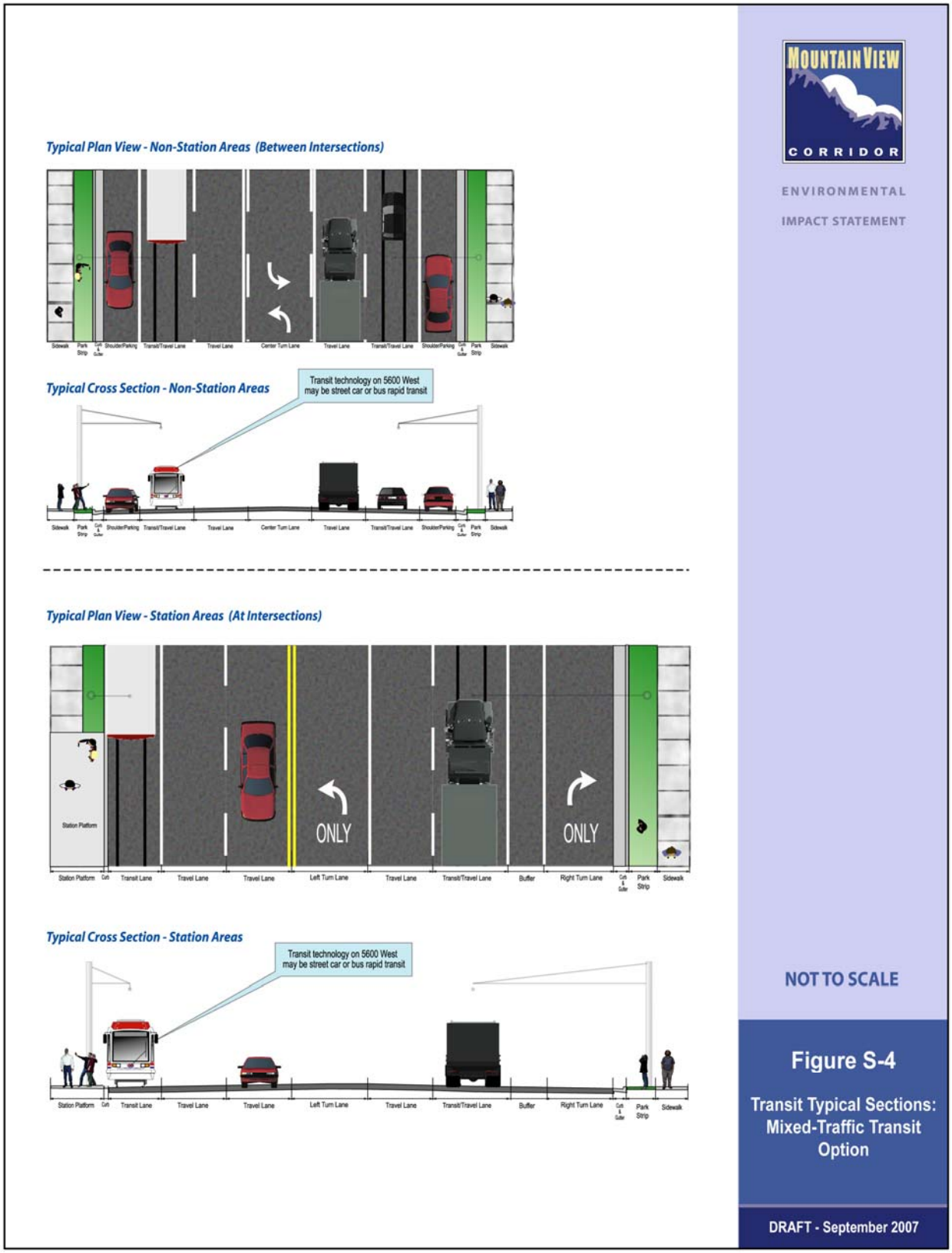
7200 West Freeway Alternative

The second of the two freeway alternatives in Salt Lake County is the 7200 West Freeway Alternative (see Figure S-9, 7200 West Freeway Alternative – Salt Lake County, on page S-18). This alternative begins with a freeway-to-freeway interchange with I-80 at 7200 West and runs along the existing 7200 West roadway to 4100 South, where the alignment heads slightly east to 5400 South. After 5400 South, the alignment would be the same as for the 5800 West Freeway Alternative. This alternative would also include the 5600 West Transit Alternative.

For more information, see Section 2.2.2.3, 7200 West Freeway Alternative.


Typical Plan View - Non-Station Areas (Between Intersections)
Sidewalk
Park Strip
Travel Lane
Travel Lane
Transit Lane
Transit Lane
Travel Lane
Travel Lane
Park Strip
Sidewalk
Typical Cross Section - Non-Station Areas
Transit technology on 5600 West may be light rail, street car or bus rapid transit
Curb
Curb
Typical Plan View - Station Areas (At Intersections)
Station Shelter
Fixed Guideway
ONLY
ONLY
Station Platform
Sidewalk
Park Strip
Curb & Gutter
Existing Right Turn Lane will be maintained
Travel Lane
Travel Lane
Left Turn Lane
Transit Lane
Station Platform
Transit Lane
Travel Lane
Travel Lane
Curb & Gutter
Park Strip
Sidewalk
Typical Cross Section - Station Areas
Transit technology on 5600 West may be light rail, street car or bus rapid transit
Curb
Curb
Sidewalk
Park Strip
Curb & Gutter
Existing Right Turn Lane will be maintained
Travel Lane
Travel Lane
Left Turn Lane
Transit Lane
Station Platform
Transit Lane
Travel Lane
Travel Lane
Curb & Gutter
Park Strip
Sidewalk
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
NOT TO SCALE
Figure S-2
Transit Typical Sections: Dedicated Right-of-Way Transit Option
DRAFT - September 2007


Salt Lake International Airport
Planned S.L. Airport LRT
Union Pacific Railroad
Salt Lake City
California Ave
SR-201
Magna
Planned 3500 South LRT
West Valley City
South Salt Lake
Redwood Rd
Taylorsville Expy
Taylorsville
Murray
Kearns
Copperton
Salt Lake Airport No. 2
Midvale
Center St
Planned Mid-Jordan LRT
West Jordan
New Bingham Hwy
Old Bingham Hwy
SR-111
South Jordan
South Jordan Pkwy
Sandy
Jordan River
Herriman
Main St
Riverton
Draper
Bangerter Hwy
Bluffdale
WEST FRONTAGE
Redwood Road
Lehi
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
LEGEND:
Study Area
Station Locations
MVC Transit Alignment
Park and Ride Lots
Other planned transit alignments
N
NOT TO SCALE
Figure S-3
Transit Alignment: Dedicated Right-of-Way Transit Option
DRAFT - September 2007


Typical Plan View - Non-Station Areas (Between Intersections)
Sidewalk
Park Strip
Curb & Gutter
Shoulder/Parking
Transit/Travel Lane
Travel Lane
Center Turn Lane
Travel Lane
Transit/Travel Lane
Shoulder/Parking
Curb & Gutter
Park Strip
Sidewalk
Typical Cross Section - Non-Station Areas
Transit technology on 5600 West may be street car or bus rapid transit
Typical Plan View - Station Areas (At Intersections)
Station Platform
ONLY
ONLY
Station Platform
Curb
Transit Lane
Travel Lane
Travel Lane
Left Turn Lane
Travel Lane
Transit/Travel Lane
Buffer
Right Turn Lane
Curb & Gutter
Park Strip
Sidewalk
Typical Cross Section - Station Areas
Transit technology on 5600 West may be street car or bus rapid transit
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
NOT TO SCALE
Figure S-4
Transit Typical Sections: Mixed-Traffic Transit Option
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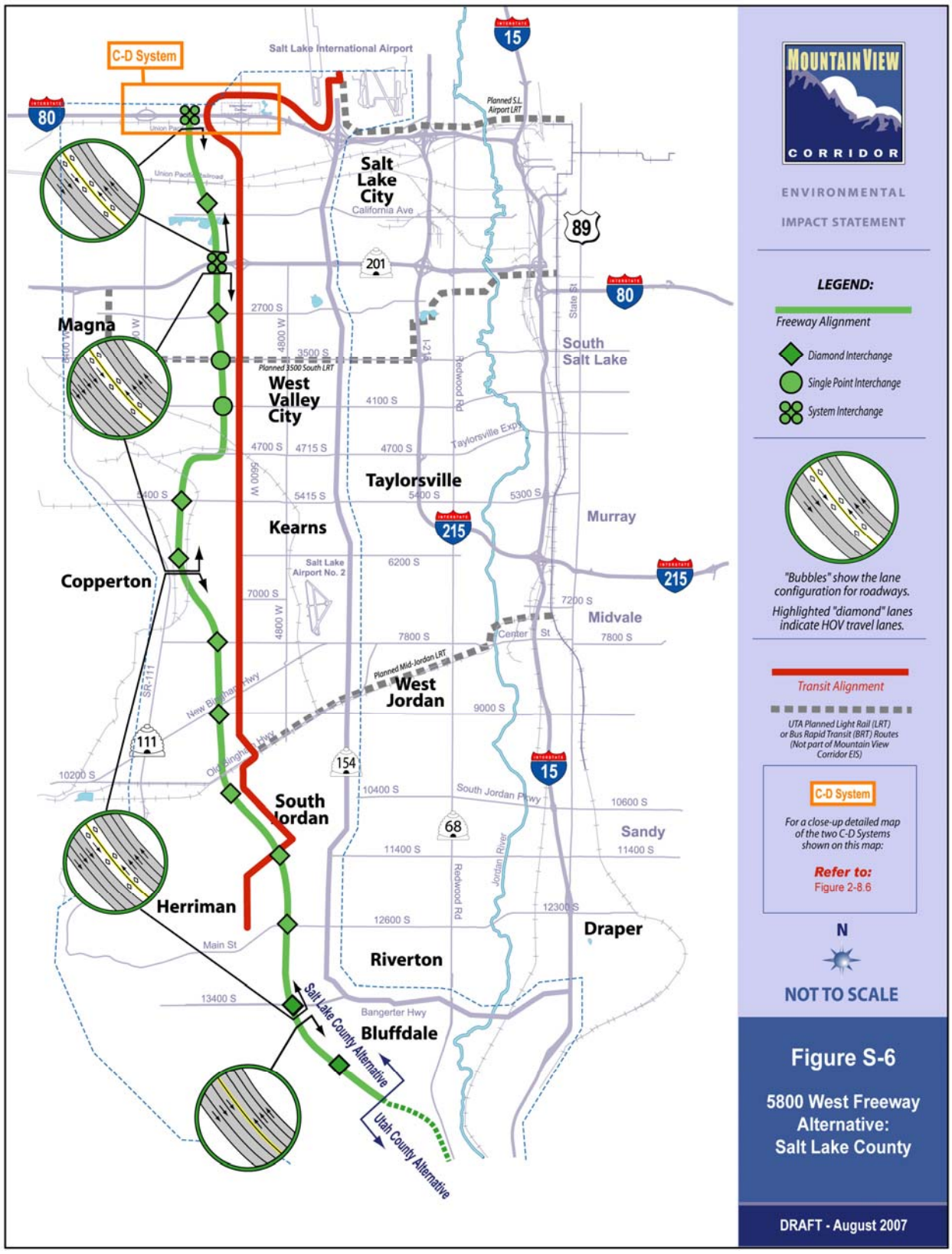
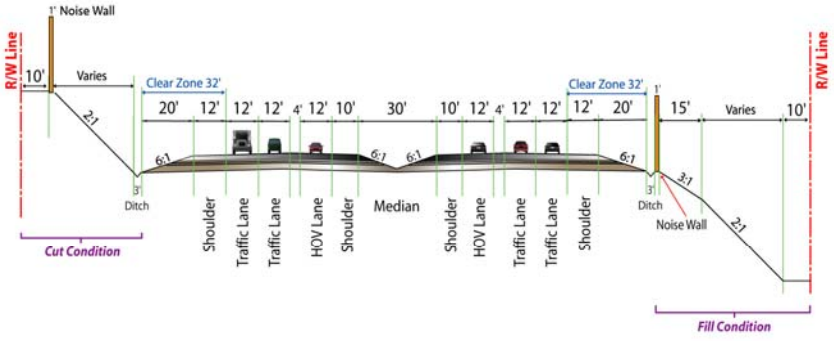
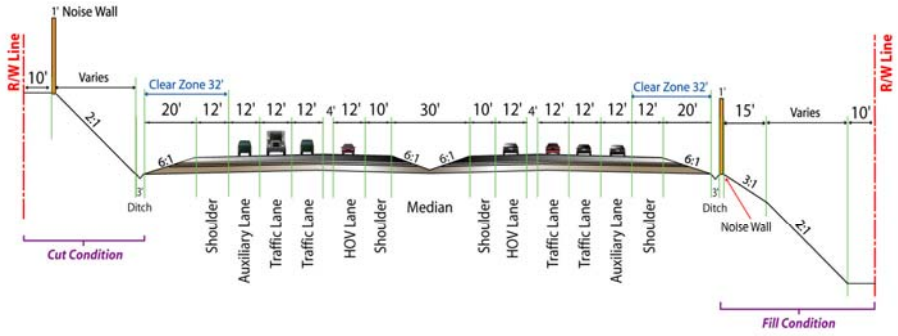
Salt Lake International Airport
Planned S.L. Airport LRT
Union Pacific Railroad
Union Pacific Railroad
Salt Lake City
California Ave
SR-201
201
80
Magna
Planned 3500 South LRT
West Valley City
215
Redwood Rd
State St
South Salt Lake
15
Taylorsville Expy
Taylorsville
Murray
Kearns
Salt Lake Airport No. 2
Copperton
Midvale
Center St
Planned Mid-Jordan LRT
West Jordan
SR-111
New Bingham Hwy
Old Bingham Hwy
111
South Jordan
South Jordan Pkwy
Sandy
Jordan River
Herriman
Main St
Draper
Riverton
Bangerter Hwy
Bluffdale
WEST FRONTAGE
Redwood Road
Lehi
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
LEGEND:
Study Area
Station Locations
MVC Transit Alignment
Park and Ride Lots
Other planned transit alignments
N
NOT TO SCALE
Figure S-5
Transit Alignment: Mixed-Traffic Transit Option
DRAFT - September 2007


C-D System
Salt Lake International Airport
Planned S.L. Airport LRT
Salt Lake City
California Ave
Magna
West Valley City
Planned 3500 South LRT
South Salt Lake
Taylorsville
Kearns
Murray
Copperton
Salt Lake Airport No. 2
Midvale
Center St
Planned Mid-Jordan LRT
West Jordan
South Jordan
Herriman
Main St
Riverton
Sandy
Draper
Bangerter Hwy
Bluffdale
Salt Lake County Alternative
Utah County Alternative
Redwood Rd
Taylorsville Expy
South Jordan Pkwy
Jordan River
State St
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
LEGEND:
Freeway Alignment
Diamond Interchange
Single Point Interchange
System Interchange
"Bubbles" show the lane configuration for roadways.
Highlighted "diamond" lanes indicate HOV travel lanes.
Transit Alignment
UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)
C-D System
For a close-up detailed map of the two C-D Systems shown on this map:
Refer to:
Figure 2-8.6
N
NOT TO SCALE
Figure S-6
5800 West Freeway Alternative: Salt Lake County
DRAFT - August 2007

6-Lane Freeway Typical Section: Salt Lake County



6-Lane Freeway with Auxiliary Lanes Typical Section: Salt Lake County



NOT TO SCALE

Freeway Characteristics:

1. Design Speed = 75 mph
2. Noise wall locations are yet to be determined

MOUNTAIN VIEW CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

NOT TO SCALE

Figure S-7

Freeway Typical Sections for Salt Lake County: Six-Lane Freeway

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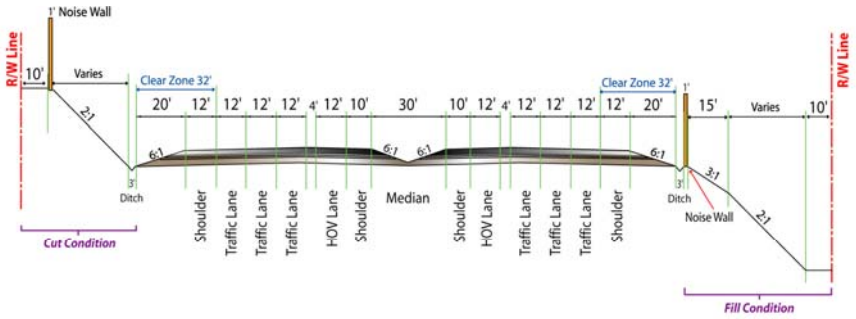
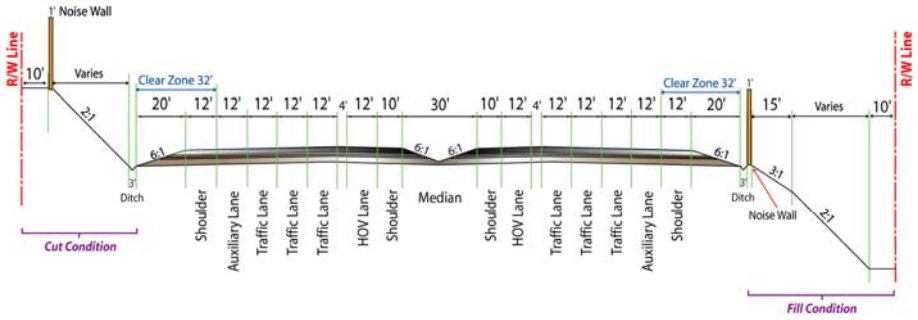
8-Lane Freeway Typical Section: Salt Lake County



8-Lane Freeway With Auxiliary Lanes Typical Section: Salt Lake County



NOT TO SCALE

Freeway Characteristics:

1. Design Speed = 75 mph
2. Noise wall locations are yet to be determined

MOUNTAIN VIEW CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

NOT TO SCALE

Figure S-8

Freeway Typical Sections for Salt Lake County: Eight-Lane Freeway

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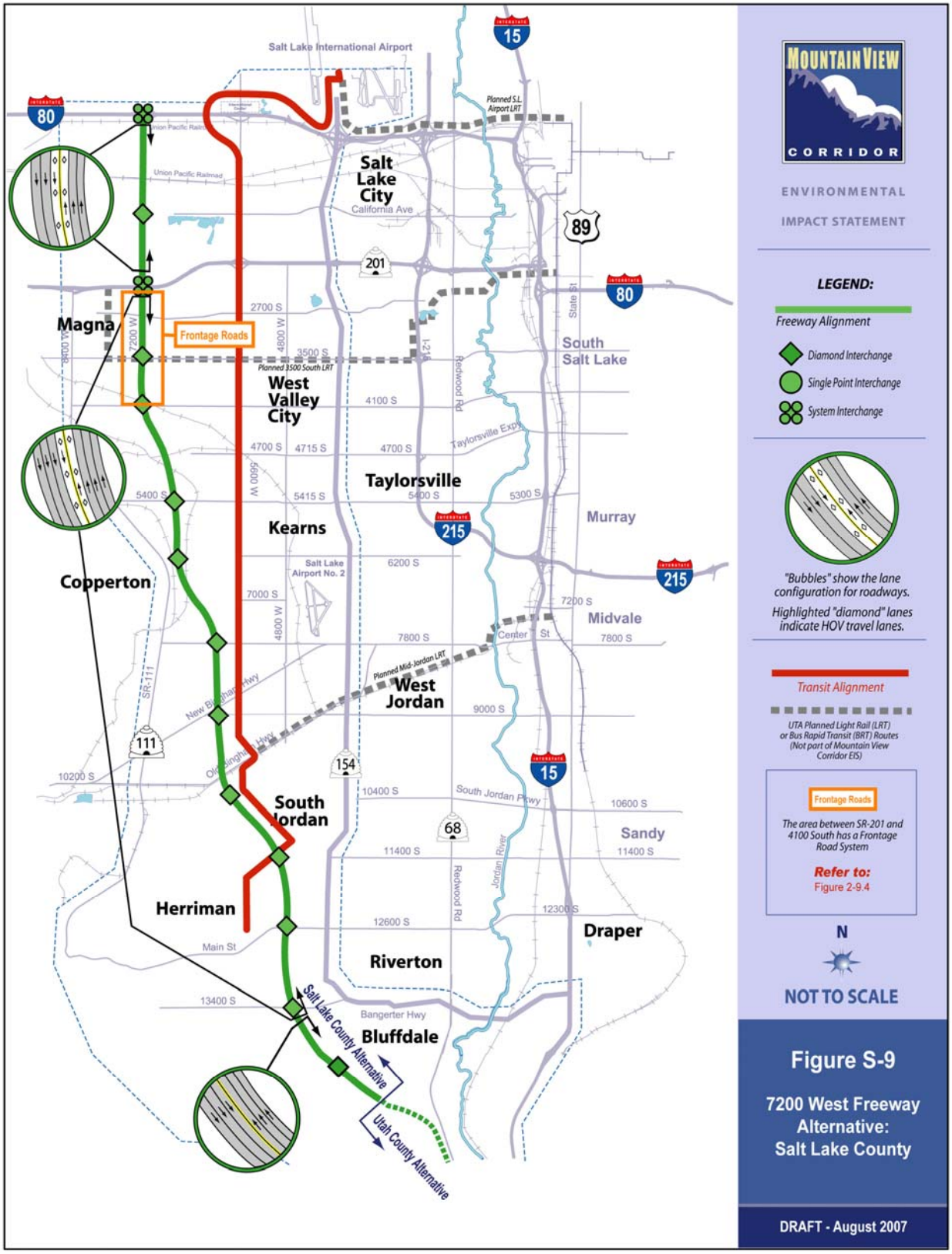
Salt Lake International Airport
Planned S.L. Airport LRT
Union Pacific Railroad
Salt Lake City
California Ave
Magna
Frontage Roads
2700 S
3500 S
Planned 3500 South LRT
West Valley City
4100 S
4700 S
4715 S
Taylorsville
5400 S
5415 S
5300 S
Kearns
Murray
Copperton
Salt Lake Airport No. 2
6200 S
7000 S
7200 S
Midvale
7800 S
Center St
Planned Mid-Jordan LRT
West Jordan
9000 S
SR-111
New Bingham Hwy
Old Bingham Hwy
10200 S
10400 S
South Jordan Pkwy
South Jordan
10600 S
Sandy
11400 S
Jordan River
Redwood Rd
Herriman
12300 S
12600 S
Draper
Main St
Riverton
13400 S
Bangerter Hwy
Bluffdale
Salt Lake County Alternative
Utah County Alternative
State St
South Salt Lake
Taylorsville Expy
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
LEGEND:
Freeway Alignment
Diamond Interchange
Single Point Interchange
System Interchange
"Bubbles" show the lane configuration for roadways.
Highlighted "diamond" lanes indicate HOV travel lanes.
Transit Alignment
UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)
Frontage Roads
The area between SR-201 and 4100 South has a Frontage Road System
Refer to: Figure 2-9.4
N
NOT TO SCALE
Figure S-9
7200 West Freeway Alternative: Salt Lake County
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Utah County Alternatives

Three roadway alternatives are being considered in Utah County: two freeway alternatives and an arterials alternative. Each roadway alternative in Utah County can be matched with any roadway alternative in Salt Lake County to provide a complete MVC transportation solution. All three of the roadway alternatives in Utah County are being considered for tolling. The overall right-of-way required for the tolling options would be the same as for the non-tolled alternatives (see Section 2.2.5.1, Right-of-Way Considerations for the Tolling Options).

Southern Freeway Alternative

This alternative consists of a freeway from the Utah County line that extends south toward Utah Lake and then heads east. The eastern leg would roughly follow 1900 South in Lehi and then continue east, north of Utah Lake, to join Interstate 15 (I-15) at the existing Pleasant Grove/Lindon interchange.

Figure S-10, Southern Freeway Alternative – Utah County, on page S-21 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.1, Southern Freeway Alternative.

2100 North Freeway Alternative

This alternative consists of a freeway that extends from the Utah County line south to State Route (SR) 73 in Lehi, plus a freeway connection on 2100 North to I-15 in Lehi. At the connection with the MVC roadway and SR 73, southbound lanes would connect with SR 73 at a signalized intersection, and SR 73 would connect with the northbound lanes of the MVC roadway using either a direct-access ramp with a bridge over SR 73 (westbound SR 73 to northbound MVC) or a signal (eastbound SR 73 to northbound MVC). The connection at I-15 at 2100 North would provide both a local-access interchange and a direct freeway-to-freeway interchange (MVC to I-15).

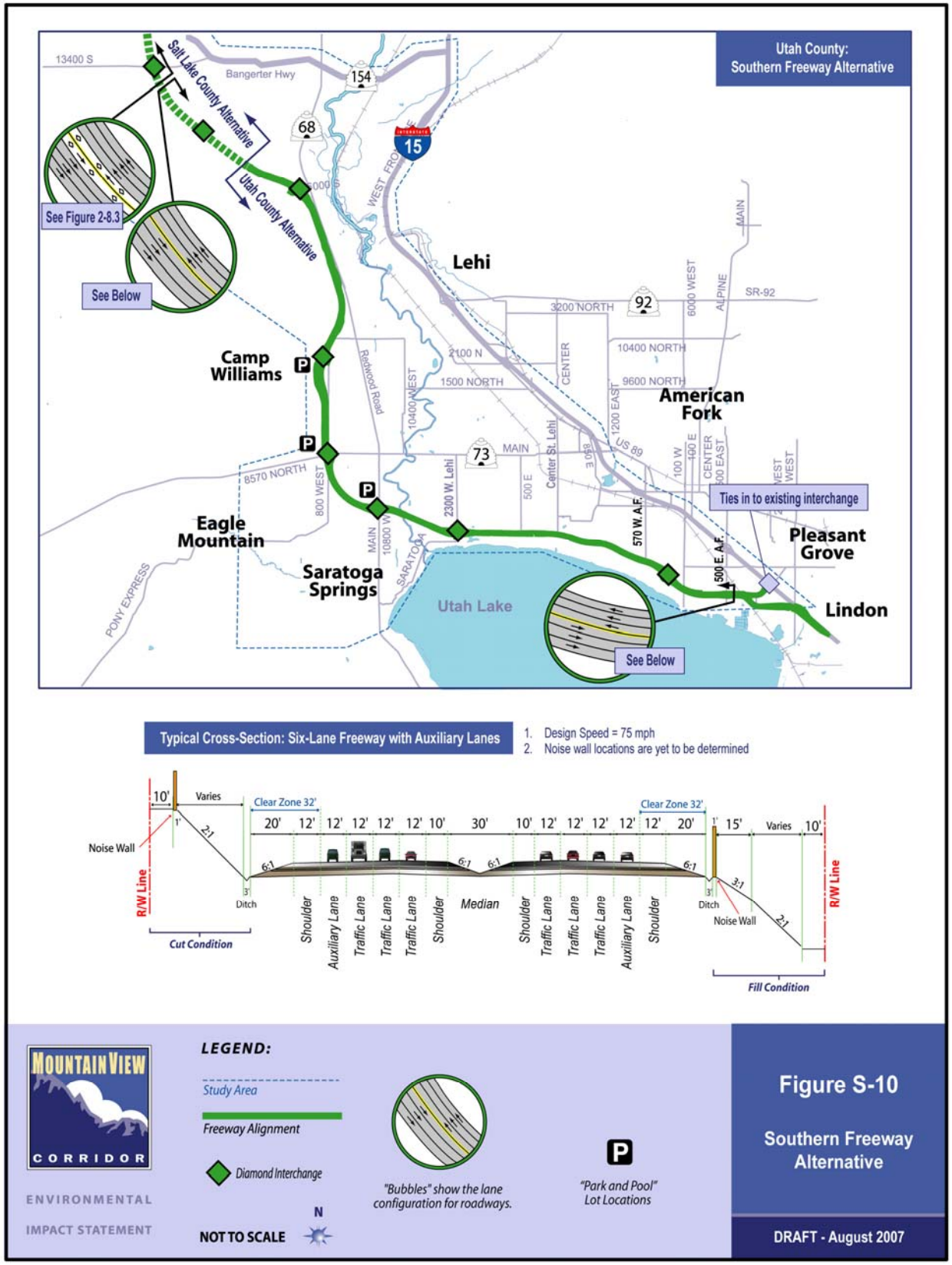
Figure S-11, 2100 North Freeway Alternative – Utah County, on page S-22 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.2, 2100 North Freeway Alternative.

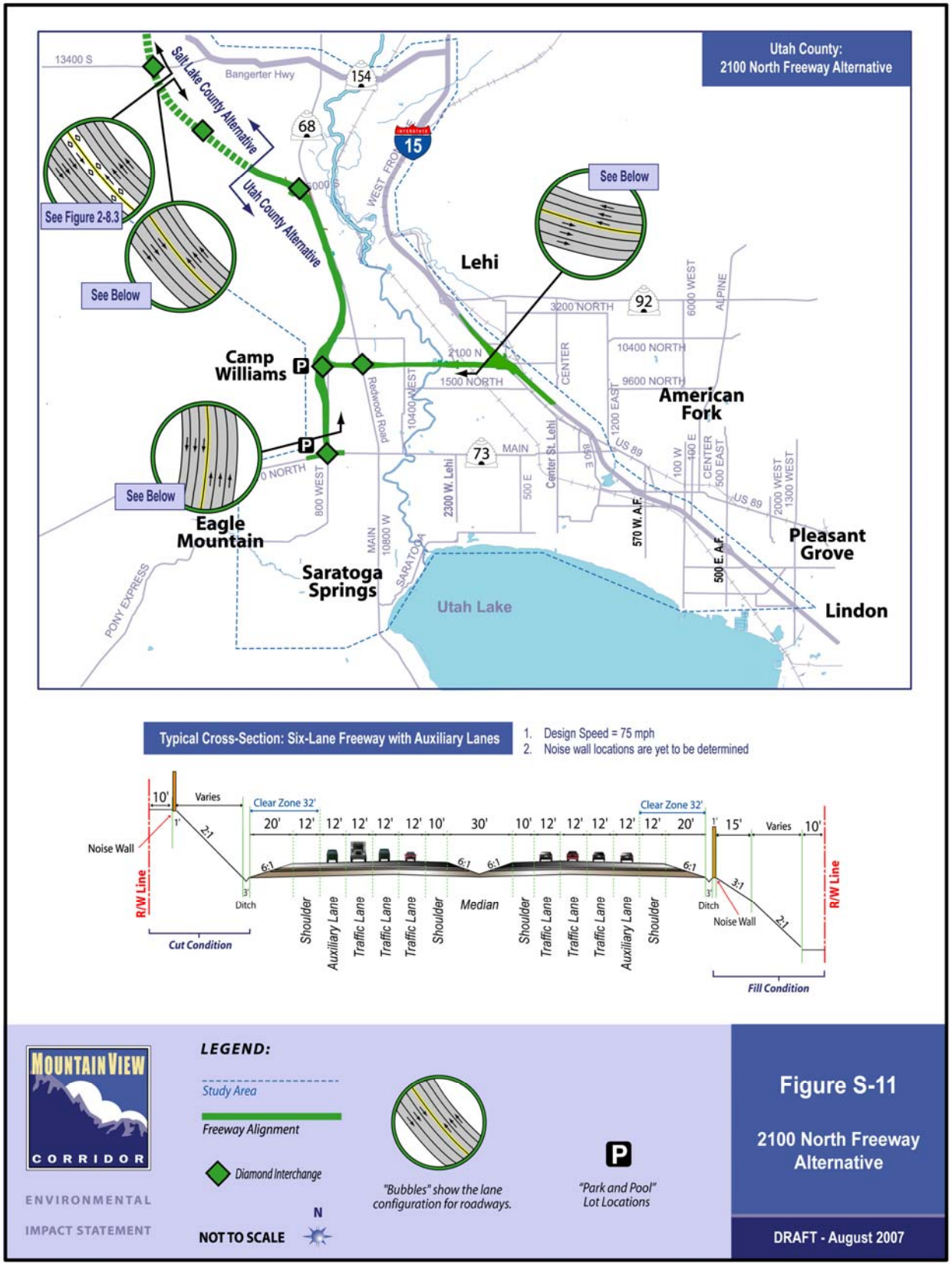
Arterials Alternative

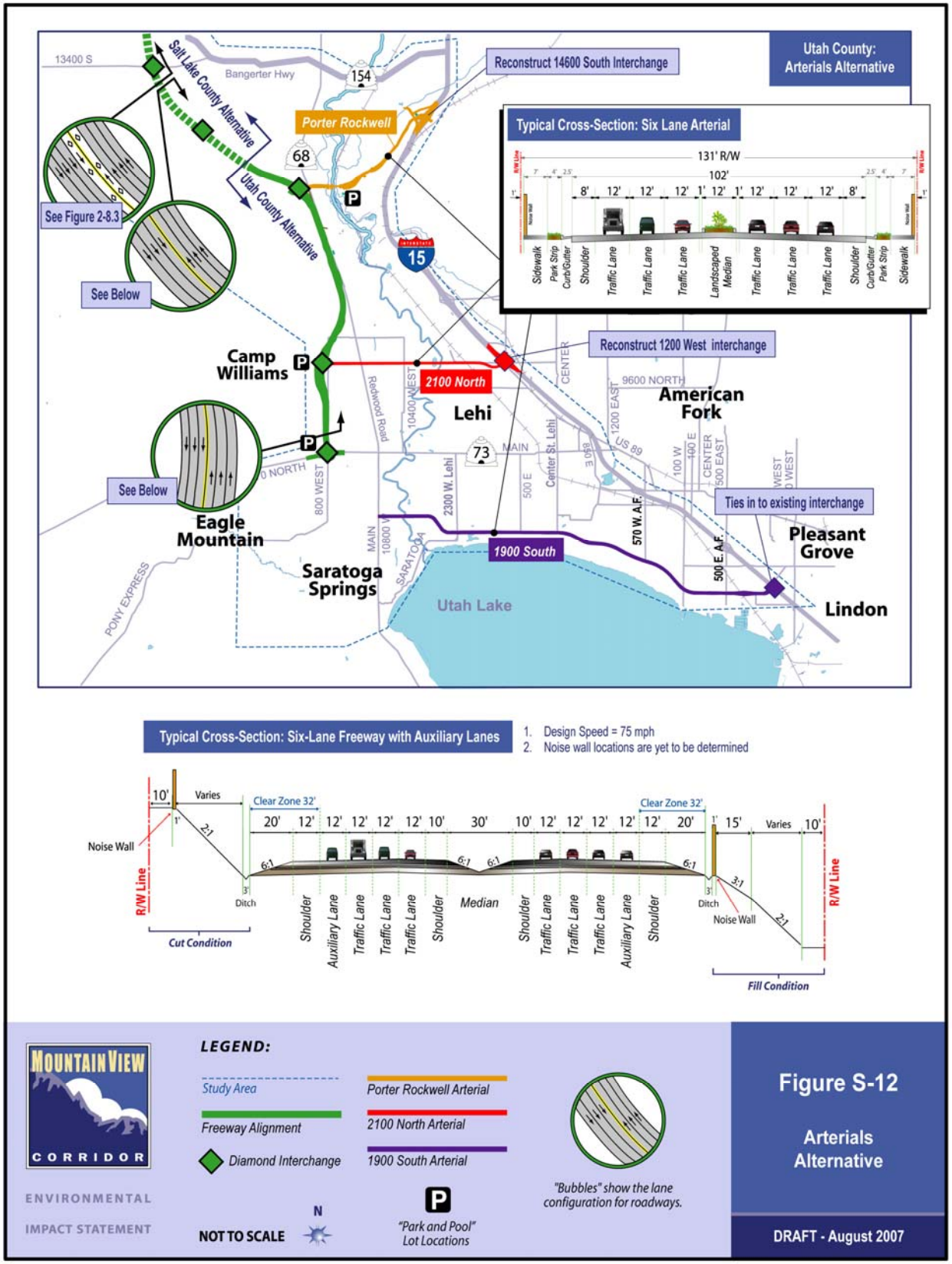
This alternative consists of a freeway from the Utah County line that extends south to SR 73 in Lehi and connects with SR 73 and three arterials: Porter Rockwell Boulevard, 2100 North, and 1900 South. At the connection with the MVC and SR 73, southbound lanes would connect with SR 73 at a signalized intersection, and SR 73 would connect with the northbound lanes of the MVC using either a direct-access ramp with a bridge over SR 73 (westbound SR 73 to northbound MVC) or a signal (eastbound SR 73 to northbound MVC).

The 1900 South arterial would follow the east-west section of the Southern Freeway Alternative and would connect to the existing Pleasant Grove/Lindon interchange at I-15. The Porter Rockwell arterial would connect to I-15 at the existing 14600 South interchange just west of Redwood Road. The 2100 North arterial would follow the same alignment as the 2100 North Freeway Alternative alignment and would connect the MVC to I-15 at 2100 North/1200 West in Lehi.

Figure S-12, Arterials Alternative – Utah County, on page S-23 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.3, Arterials Alternative.


Utah County:
Southern Freeway Alternative
13400 S
Bangerter Hwy
154
68
15
Salt Lake County Alternative
Utah County Alternative
See Figure 2-8.3
See Below
Lehi
Camp Williams
American Fork
Eagle Mountain
Saratoga Springs
Utah Lake
Pleasant Grove
Lindon
Ties in to existing interchange
See Below
3200 NORTH
92
SR-92
2100 N
1500 NORTH
10400 NORTH
9600 NORTH
8570 NORTH
MAIN
73
US 89
570 W. A.F.
500 E. A.F.
Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes
1. Design Speed = 75 mph
2. Noise wall locations are yet to be determined
Noise Wall
R/W Line
Cut Condition
Ditch
Shoulder
Auxiliary Lane
Traffic Lane
Median
Clear Zone 32'
Fill Condition
LEGEND:
Study Area
Freeway Alignment
Diamond Interchange
"Bubbles" show the lane configuration for roadways.
"Park and Pool" Lot Locations
NOT TO SCALE
N
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
Figure S-10
Southern Freeway Alternative
DRAFT - August 2007


Utah County:
2100 North Freeway Alternative
13400 S
Bangerter Hwy
154
68
15
Salt Lake County Alternative
Utah County Alternative
See Figure 2-8.3
See Below
See Below
See Below
Lehi
Camp Williams
Eagle Mountain
Saratoga Springs
American Fork
Pleasant Grove
Lindon
Utah Lake
3200 NORTH
92
2100 N
1500 NORTH
10400 NORTH
9600 NORTH
MAIN
73
US 89
Redwood Road
10400 WEST
800 WEST
2300 W. Lehi
500 E
Center St. Lehi
1200 EAST
100 W
100 E
CENTER
500 EAST
2000 WEST
1300 WEST
6000 WEST
ALPINE
570 W. A.F.
500 E. A.F.
MAIN
10800 W
SARATOGA
PONY EXPRESS
Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes
1. Design Speed = 75 mph
2. Noise wall locations are yet to be determined
10'
Varies
Clear Zone 32'
20' 12' 12' 12' 12' 12' 10' 30' 10' 12' 12' 12' 12' 12' 20'
1' 15' Varies 10'
Noise Wall
R/W Line
2:1
6:1
3'
Ditch
Shoulder
Auxiliary Lane
Traffic Lane
Traffic Lane
Traffic Lane
Shoulder
Median
Shoulder
Traffic Lane
Traffic Lane
Traffic Lane
Auxiliary Lane
Shoulder
3:1
Noise Wall
Cut Condition
Fill Condition
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
LEGEND:
Study Area
Freeway Alignment
Diamond Interchange
"Bubbles" show the lane configuration for roadways.
"Park and Pool" Lot Locations
NOT TO SCALE
N
Figure S-11
2100 North Freeway Alternative
DRAFT - August 2007


Utah County: Arterials Alternative
Reconstruct 14600 South Interchange
Typical Cross-Section: Six Lane Arterial
131' R/W
102'
Sidewalk
Park Strip
Curb/Gutter
Shoulder
Traffic Lane
Landscaped Median
13400 S
Bangerter Hwy
154
Salt Lake County Alternative
Utah County Alternative
Porter Rockwell
68
15
See Figure 2-8.3
See Below
Camp Williams
Reconstruct 1200 West interchange
2100 North
Lehi
American Fork
9600 NORTH
1200 EAST
Redwood Road
10400 WEST
CENTER
MAIN
73
US 89
Center St. Lehi
500 E
2300 W. Lehi
800 WEST
Eagle Mountain
Ties in to existing interchange
Pleasant Grove
1900 South
570 W. A.F.
500 E. A.F.
Saratoga Springs
SARATOGA
Utah Lake
Lindon
PONY EXPRESS
Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes
1. Design Speed = 75 mph
2. Noise wall locations are yet to be determined
Noise Wall
R/W Line
Cut Condition
Fill Condition
Ditch
Shoulder
Auxiliary Lane
Median
Clear Zone 32'
LEGEND:
Study Area
Freeway Alignment
Diamond Interchange
Porter Rockwell Arterial
2100 North Arterial
1900 South Arterial
"Park and Pool" Lot Locations
"Bubbles" show the lane configuration for roadways.
NOT TO SCALE
MOUNTAIN VIEW CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT
Figure S-12
Arterials Alternative
DRAFT - August 2007

What impacts would the project have?

Table S-3 and Table S-4 below provide a comparison of the environmental impacts of the MVC action alternatives for Salt Lake and Utah Counties.

Table S-3. Environmental Impacts from the Salt Lake County Alternatives

Impact Category	Unit	5600 West Transit Alternative[a]		5800 West Freeway Alternative	7200 West Freeway Alternative
		Dedicated Transit	Mixed Transit		
Land converted to roadway use	Acres	160	141	1,798	1,422
Prime farmland	Acres	0	0	22	30
Agriculture Protection Areas	Number	0	0	0	0
Relocations	Number	15	10	186	233
Potential relocations[b]	Number	11	11	13	15
Recreation areas	Number	2	2	3	2
Community facilities	Number	5	6	2	1
Existing trails	Number	3	3	1	2
Proposed trails	Number	21	20	35	30
Noise receptors above criteria	Number	0	0	446	739
Stream/canal crossings	Number	7	7	12	12
Primary impacts to wetlands	Acres	Combined with freeway alternative	Combined with freeway alternative	27.20	29.83
Secondary impacts to wetlands	Acres	Combined with freeway alternative	Combined with freeway alternative	113.50	157.20
Primary and secondary loss of wetland quality or function	FCU[c]	Combined with freeway alternative	Combined with freeway alternative	41.64	48.59
Threatened and endangered species habitat	Number	0	0	0	0
Adverse impacts to cultural resources	Number	0	0	12	6
Hazardous waste sites	Number	24	20	23	25
Visual change	Category	Weak to moderate	Weak to moderate	Moderate	Weak to moderate
Section 4(f) use	Number	0	0	11	5

[a] Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Traffic Transit Option

[b] A potential relocation occurs when the right-of-way required for the project affects the property and is between 1 foot and 15 feet away from the structure.

[c] FCU = functional capacity units, which is a measure for assessing impacts to the loss of the wetland function or quality.

Table S-4. Environmental Impacts from the Utah County Alternatives

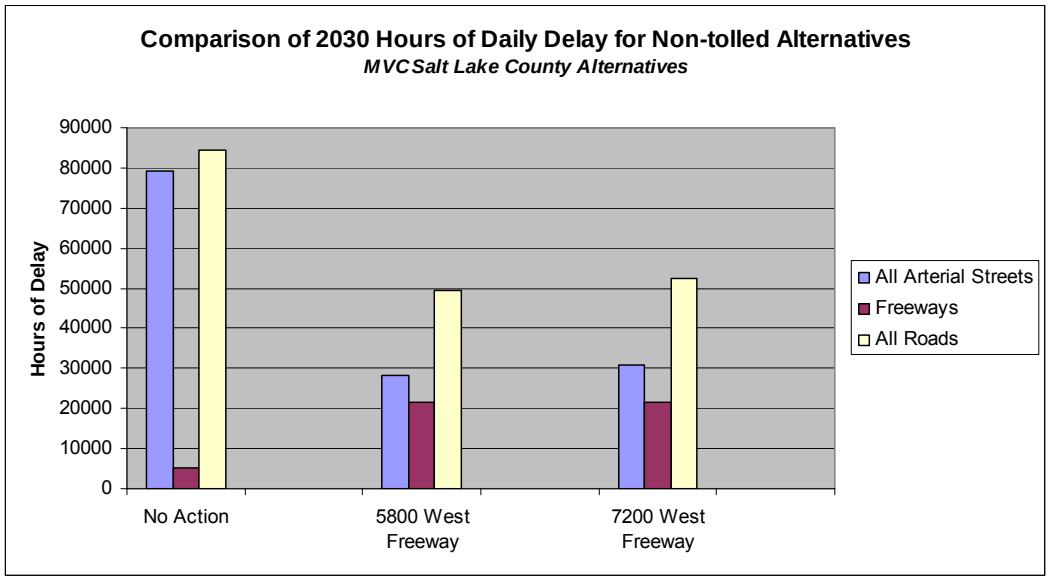
Impact Category	Unit	Southern Freeway Alternative	2100 North Freeway Alternative	Arterials Alternative
Land converted to roadway use	Acres	846	709	899
Prime farmland	Acres	149	97	125
Agriculture Protection Areas	Number	6	0	4
Relocations	Number	127	32	67
Potential relocations[a]	Number	9	0	7
Recreation areas	Number	2	0	1
Community facilities	Number	0	0	1
Existing trails	Number	1	1	4
Proposed trails	Number	13	6	20
Noise receptors above criteria	Number	140	134	226
Stream/canal crossings	Number	4	1	6
Primary impacts to wetlands	Acres	78.32	14.74	52.87
Secondary impacts to wetlands	Acres	207.08	22.09	202.85
Primary and secondary loss of wetland quality or function	FCU[b]	102.91	19.00	75.82
Threatened and endangered species habitat	Number	1	0	1
Adverse impacts to cultural resources	Number	3	5	7
Hazardous waste sites	Number	4	2	6
Visual change	Category	Moderate	Moderate	Moderate
Section 4(f) use	Number	3	4	5

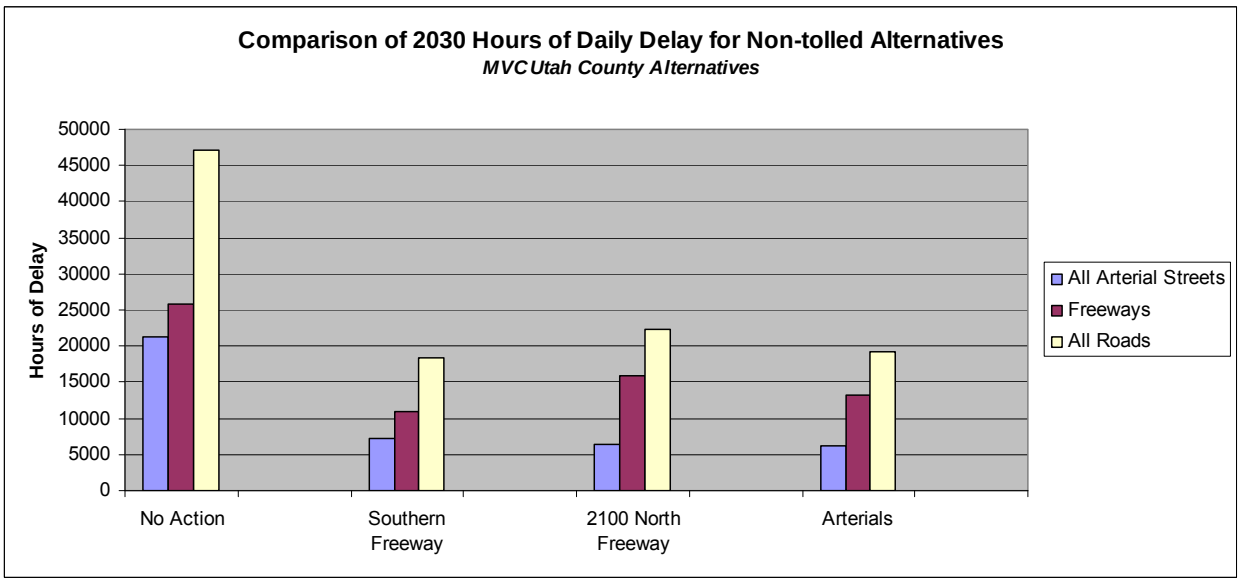
[a] A potential relocation occurs when the right-of-way required for the project affects the property and is between 1 foot and 15 feet away from the structure.

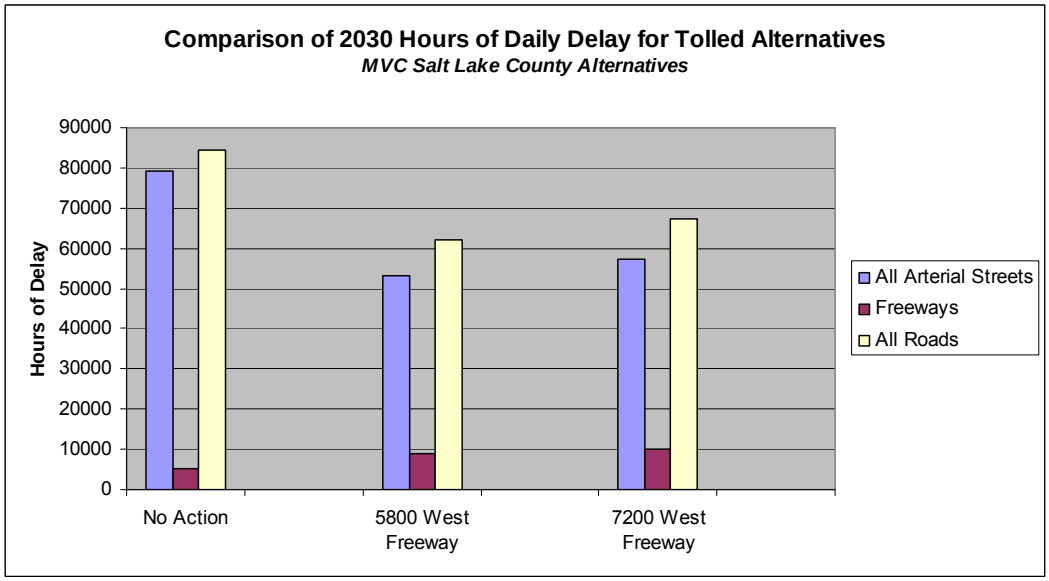
[b] FCU = functional capacity units, which is a measure for assessing impacts to the loss of the wetland function or quality.

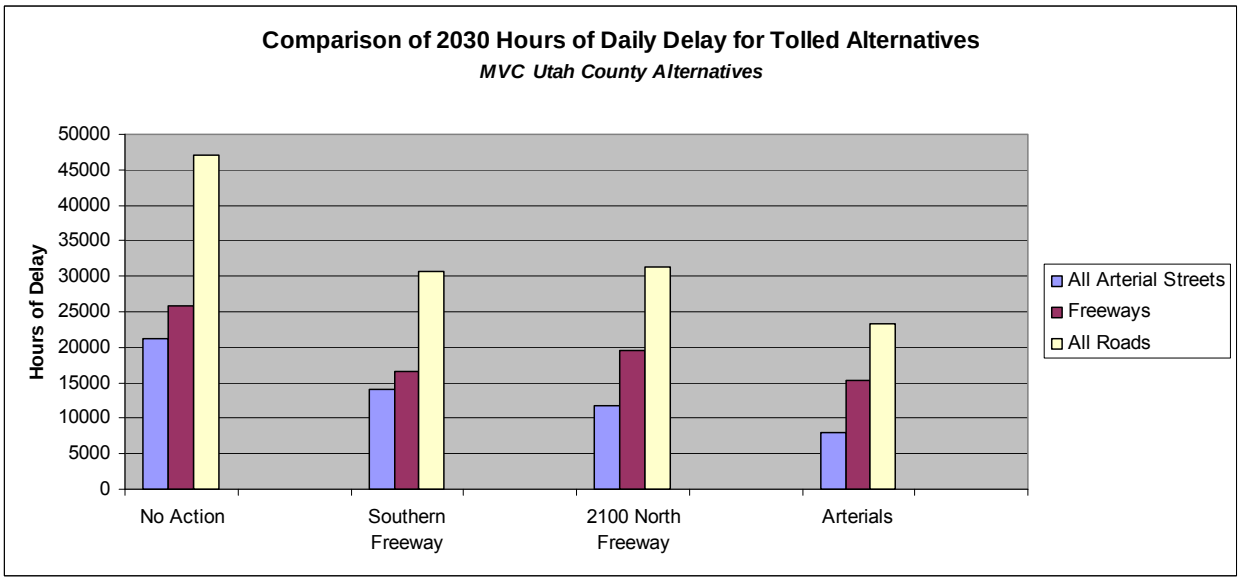
How would the roadway alternatives affect traffic congestion?

The roadway alternatives would reduce congestion on roads in the MVC study area in 2030, which would reduce the amount of time that drivers spend in traffic. The amount of time spent in traffic each day is called *daily delay*. The charts below compare the total hours of daily delay that drivers in the MVC study area would experience under the Salt Lake County and Utah County non-tolled and tolled roadway alternatives. The charts show the total hours of delay in 2030 for arterial streets, freeways, and all roadways (arterials and freeways) for each roadway alternative and the No-Action Alternative.






Comparison of 2030 Hours of Daily Delay for Tolled Alternatives
MVC Salt Lake County Alternatives
Hours of Delay
90000
80000
70000
60000
50000
40000
30000
20000
10000
0
No Action
5800 West Freeway
7200 West Freeway
All Arterial Streets
Freeways
All Roads


Comparison of 2030 Hours of Daily Delay for Tolled Alternatives
MVC Utah County Alternatives
Hours of Delay
50000
45000
40000
35000
30000
25000
20000
15000
10000
5000
0
No Action
Southern Freeway
2100 North Freeway
Arterials
All Arterial Streets
Freeways
All Roads

How much would the alternatives cost?

Table S-5 provides an overview of the cost of each action alternative.

Table S-5. Comparison of the Costs of the Action Alternatives (in 2004 and 2010 Dollars)

Alternative	2004 Cost	2010 Cost
Salt Lake County Alternatives		
5600 West Transit Alternative		
Dedicated Right-of-Way Option	$595,000,000	$860,000,000
Mixed-Traffic Option	$491,000,000	$710,000,000
5800 West Freeway Alternative	$1,134,000,000	$1,638,000,000
7200 West Freeway Alternative	$1,065,000,000	$1,538,000,000
Utah County Alternatives		
Southern Freeway Alternative	$543,000,000	$784,000,000
2100 North Freeway Alternative	$422,000,000	$609,000,000
Arterials Alternative	$500,000,000	$722,000,000

Would the MVC be a toll road?

No decision has been made about whether the MVC would be a toll road. The MVC Team is analyzing both tolled and non-tolled alternatives to fully understand the impacts of both. This EIS discloses the impacts of all alternatives to allow for a fair comparison between alternatives. The Utah Transportation Commission will review the tolling analysis and evaluate the public's comments before deciding whether tolling is appropriate for the MVC project.

Who will decide which alternatives are selected, and how can I get involved?

Ultimately, the Federal Highway Administration, in consultation with UDOT and UTA, will decide which alternative is selected for each county. However, their decision will rely heavily on both technical information and community input. You are invited to participate in this project by reviewing the EIS, attending public meetings, and providing your comments on the information presented. The input you provide will help the lead agencies select a preferred alternative for each county.

The Utah Transportation Commission will decide whether the MVC will be a toll road based on the analysis in this EIS, supporting technical documents regarding tolling, and public comments.

You can get involved in the MVC EIS process by submitting comments or by attending a public meeting. The public meeting schedule is available on the MVC project website at www.udot.utah.gov/mountainview. There are five ways to comment on the project:

1. E-mail your comment to mountainview@utah.gov.
2. Call the toll-free comment line at (800) 596-2556.
3. Submit a comment using the comment form on the MVC project Web site at www.udot.utah.gov/mountainview/input.php.
4. Give a comment at a public meeting.
5. Mail your comment to:

   Mountain View Corridor
   c/o Parsons Brinckerhoff
   488 E. Winchester Street, Suite 400
   Murray, UT 84107

Which alternatives do the lead agencies prefer?

Provided below are the Preferred Alternatives identified by UDOT and UTA. The Federal Highway Administration has not yet identified its Preferred Alternatives.

Preferred Transit Alternative

The **5600 West Transit Alternative with Dedicated Right-of-Way Option** was selected by UTA as the Preferred Transit Alternative based on operational characteristics, environmental impacts, and the alternative's ability to meet the project's purpose. Public input during the scoping process and subsequent public meetings were also considered in selecting the Preferred Transit Alternative. The Preferred Transit Alternative would be part of the selected roadway alternative (5800 West or 7200 West) in Salt Lake County.

Preferred Roadway Alternatives

The **5800 West Freeway Alternative** has been initially identified by UDOT as its Preferred Roadway Alternative in Salt Lake County. The selection was based on close coordination with the affected cities and the public and consultation with resource agencies. The cities in the MVC study area preferred the 5800 West Freeway Alternative, and the resource agencies felt that this alternative would have fewer impacts to wetlands and wildlife resources.

Provided below are some of the key reasons why UDOT selected the 5800 West Freeway Alternative as the Preferred Roadway Alternative for Salt Lake County (see Table S-3 above, Environmental Impacts from the Salt Lake County Alternatives):

- Selected by the cities along the alternative as the preferred option
- Least amount of wetland impacts
- Least amount of relocations
- Least amount of prime farmland affected
- Least amount of noise impacts to residential areas
- Provides better transportation performance

The **2100 North Freeway Alternative** has been initially identified by UDOT as its Preferred Roadway Alternative in Utah County. The selection considered input from the affected cities and the public and consultation with resource agencies. Provided below are some of the key reasons why UDOT selected the 2100 North Freeway Alternative as the Preferred Roadway Alternative for Utah County (see Table S-4 above, Environmental Impacts from the Utah County Alternatives):

- Least amount of wetland impacts
- Least amount of wildlife habitat fragmentation
- Least amount of residential and business relocations
- Least amount of prime farmland affected
- No impact to Agriculture Protection Areas
- Least amount of noise impacts to residential areas
- Lowest construction costs

How will the project be constructed?

The Utah Transportation Commission has identified partial funding for the north-south portions of the MVC in Salt Lake County and the east-west portions in Utah County. Because only partial funding for the MVC has been identified, UDOT does not know at this time whether the MVC would be a tolled or non-tolled road. Because only partial funding has been identified, the MVC would likely be constructed in phases depending on which segments would receive the most traffic volume and based on logical connection points with other roads. The Utah Transit Authority has not identified funding for the 5600 West Transit Alternative.

Sequence of Construction (Project Phasing)

The length of each segment constructed would depend on available funding. UDOT would also determine the logical end points for each segment to be constructed. These end points would be at highways such as I-80 or SR 201 or at major arterials such as 13400 South. After the first segment is constructed, subsequent segments would tie into the previous segments until the entire MVC is completed.

Number of Lanes

Before any construction begins, UDOT would acquire the entire right-of-way needed to meet the expected travel demand in 2030. However, based on funding and the need to provide a longer initial segment, UDOT might construct only the number of lanes necessary to meet initial travel demand. In some areas, this could mean that a freeway segment might initially be constructed as an arterial. UDOT would construct additional lanes when traffic volumes increase and when funding becomes available. The MVC would be constructed so that the addition of more lanes would not require major reconstruction of the initial interchanges, bridges, and overpasses.

What other major projects are planned in the study area?

The other major roadway projects in the MVC study area include the following:

- Salt Lake County
  - West Valley light rail – New light rail from the 2100 South light-rail station to the West Valley City center.
  - West Jordan light-rail extension – New light rail from the 6400 West light-rail station to South Jordan.
  - 3500 South – Widen 3500 South to add two additional lanes and add bus service from Redwood Road to Bangerter Highway.
  - SR 201 – Provide two additional travel lanes from the Jordan River to 5600 West.
  - Redwood Road – Widen Redwood Road from two to five lanes from Bangerter Highway to the Utah County line.
- Utah County
  - I-15 – Make I-15 corridor improvements from Santaquin in Utah County to 10600 South in Salt Lake County.
  - Commuter rail – Implement commuter rail from Utah County into Salt Lake County.

- East-west connector – Construct a new road between Redwood Road and I-15 south of SR 73 and north of 1500 South in Lehi.
- Redwood Road – Widen Redwood Road from two to five lanes from the Salt Lake County line to Saratoga Springs.

What controversial issues were identified during the EIS process?

Several areas of controversy were identified during the process of meeting with the cities and the public to develop the MVC alternatives. The following are the main issues:

- **2100 North Freeway Alternative.** Lehi City is opposed to a freeway on 2100 North and would prefer an arterial on that alignment. If a freeway is required to meet travel demand, Lehi City would prefer a freeway on 1900 South (as with the Southern Freeway Alternative) or north of 2100 North. To address an alternative north of 2100 North, Lehi City has requested consideration of an alternative on 4800 North (see Section 2.1.6.2, Lehi Point of the Mountain Concept). FHWA has not yet selected a Preferred Alternative for Utah County.
- **Transit First.** Nongovernmental organizations have requested that transit be built before a roadway to allow transit ridership and transit-oriented land uses to become established.
- **Wetlands and Wildlife Fragmentation.** The state and federal resource agencies and some nongovernmental organizations oppose any alignment on the north end of Utah Lake (as with the Southern Freeway and Arterials Alternatives) because of impacts to wetlands and fragmentation of wildlife habitat.
- **Travel Demand Model.** Some nongovernmental organizations have challenged the adequacy of the 2030 travel demand model that was used for the MVC project, specifically the model's ability to predict transit ridership.
- **Air Quality.** Some members of the public and nongovernmental organizations are concerned that vehicle emissions from the project could increase health risks to residents near the proposed alternatives and decrease regional air quality.

Are there any major unresolved issues?

There are no major unresolved issues with federal or state regulatory agencies.

What federal actions would be required if the project is built?

The following federal actions would be required for the proposed MVC project:

- Clean Water Act Review, Section 404 (U.S. Army Corps of Engineers)
- Section 309 Review (U.S. Environmental Protection Agency)
- Endangered Species Act Review, Section 7 (U.S. Fish and Wildlife Service)
- Fuel Line Relocation Review (potentially) (Federal Energy Regulatory Commission)
- Interchange Justification Report Approval (Federal Highway Administration)
- Section 4(f) Approval (Federal Highway Administration)

What happens next?

After the release of the Draft EIS, the public will have an opportunity to provide comments during a public review period. During the public review period, a series of public hearings will be held in the project corridor to allow the public to review the details of the project and talk with staff from the MVC Team.

After the Draft EIS review period, the comments that are received will be reviewed, evaluated, responded to, and included in the Final EIS. The Final EIS will then be released to the public for a 30-day review period. After this second review period, FHWA will consider the comments on and analyses in the EIS and then issue its Record of Decision, which is expected in 2008. The Utah Legislature must determine how to fund the project.

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